The A. F. of L. Weekly News Letter contains a brief summary of important matters affecting labor, occurring in the industrial, legislative, and judicial fields, and such other information that will benefit the trade union movement.

AMERICAN FEDERATION OF LABOR

WEEKLY NEWS LETTER

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AGITATE! EDUCATE! ORGANIZE!

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RAILROAD LOOTING IS NOT NOTICED BY 8-HOUR OPPONENTS

New York, Sept. 9.—Officials of the New York, New Haven & Hartford railroad have been made defendants in a liability and restitution suit for more than $160,000,000 in the federal court by Massachusetts stockholders of the road.

It is charged that the defendants conspired unlawfully to acquire control of corporations, expending the railroad's moneys, funds and credit to the amount of $130,000,000 and causing the stockholders an actual loss and damage exceeding $133,000,000.

It is declared that rate fixings and the elimination of competition caused the stockholders a loss of $2,000,000; that $1,500,000 was expended in a publicity campaign "to deceive and mislead;" that a loss of $3,000,000 was caused through operating steamships secretly controlled, under charges actually less than cost; that $3,000,000 was "misapplied" in large payments to legislators in New England and Canada and in contributing to political campaign funds.

The suit has attracted the attention of trade unionists because of the activity of C. L. Bardo, general manager of the New York, New Haven & Hartford railroad, in opposing the eight-hour demand of his train service employes. Mr. Bardo is a member of the national conference committee of the railways, and in signed statements, published in newspapers during July, declared that the eight-hour day was really a demand for higher wages, and that "the railroads feel that they have no right to grant a wage preferment without a clear mandate from a public tribunal."

Trade unionists say Mr. Bardo was not so solicitous about "the dear public" when his colleagues were looting and wrecking this railroad.

A DISCONSOLATE WAIL.

New York, Sept. 9.—The New York Times refuses to be comforted. It is mad enough to bite a nail.

Because employes in the railroad train service insisted on an eight hour day, and were prepared to enforce this demand, as a result of the do-nothing policy of managers, the Times helplessly bemoans:

"The blackmailing of the whole nation under the threat of a strike, the extortion from a nation's legislature of a special act granting the demands of the brotherhoods without time to inquire into its justice or its practicability, puts upon the country an intolerable humiliation, it reduces 100,000,000 people to a condition of vassalage, no longer permitted to make laws that freely express their will, but held up, as the highwayman's victim is held up, and forced to instant compliance with the terms imposed upon them by the leaders of organizations comprising only 400,000 of their number. Contributions in money may be, have been, extorted from conquered cities by armed force. Unjust laws may be put upon the statute books through the agitation of factions or groups strong enough to make their political influence felt. But there is no other instance where a congress of the United States has been forced to make laws under threat of a small part of the people to do immeasurable and irreparable injury to the others. If such an outrage can be put upon us unresisted we have lost our republican form of government."

STRIKEBREAKERS RIOT.

Cleveland, Sept. 9.—About 400 strikebreakers, returning west from New York, where they had been herded in the event of a railroad strike, broke loose in a free-for-all fight when their train reached this city. It is said the riot started because of a feud between St. Louis and Chicago "free and independents." Every window in two coaches was shattered by bullets and the tracks were strewn with revolvers, knives, and blackjacks, discarded by the thugs when the train stopped and it was charged by police reserves.

One man was shot and killed and his body thrown from the moving train to the tracks, where the wheels dismembered him; a second, shot in the side, was carried from the train dying; two men, one of them seriously hurt, were captured and charged with murder; another, so badly injured that he had to be placed under guard in a hospital, was charged with shooting to kill; a sixth was stabbed so he is in a serious condition, and 10 others were thrown into cells at police headquarters.

IRON WORKERS ENJOINED.

Boston, Sept. 9.—Judge Fox of the superior court has enjoined Housesmiths and Bridgemen's union No. 7 from interfering with the W. S. Snow Iron Works. This concern found it convenient to employ union iron workers on the state house extension, but the housesmiths demanded that the company employ unionists on other work. This was refused and when the state house job was struck the company rushed to Judge Fox for an injunction.

The court was also asked to order the union officers to declare the state house strike off and order the men back to work. He refused on the ground that there is no precedent for such an order in this state, but he indicated that an order of this character was not impossible and that, if necessary, such an order might be issued.

The statement shows the methods injunction judges will employ.

CAN'T TAX ROCKEFELLER FUND.

New York, Sept. 9.—The surrogate court has ruled that Rockefeller's $100,000,000 foundation is a charitable institution and cannot be taxed. State Controller Travis will appeal the decision. He insists that under this ruling the Rockefellers, father and son, could turn over their billion-dollar fortune to the foundation and thus escape taxation. The Rockefeller family controls the foundation's board of trustees.

The foundation has been repeatedly attacked as a colossal attempt to control many activities, including education and free thought, under the guise of "charity" and that because of its extended scope it should be controlled by law.

MACHINISTS' GREAT GAIN.

Philadelphia, Sept. 9.—The Midvale Steel Works has granted the eight hour day to its machinists and these craftsmen, who called a general eight-hour strike last July, have scored a tremendous success, as the Midvale plant is one of the largest in the country.

BARBERS ORGANIZING.

New York, Sept. 9.—Since 4,000 downtown barbers have secured wage increases and better work conditions as the result of a short strike, barbers in other sections of the city are joining the union.

JOB SELLING AN OHIO EVIL

Columbus, Ohio, Sept. 9.—The state industrial commission has issued a pamphlet on the evil of job selling in Ohio industrial establishments, practiced on illiterate foreigners.

"In some plants," it is stated, "the custom has been established for years, and it is almost inconceivable that such a reprehensible practice should be carried on under the very eyes of the general officers of any company without some knowledge of the fact on their part."

The payment of fees to foremen for furnishing jobs is a well established custom in a number of plants in this state. The victimized are generally non-English speaking foreigners, and those who profit from the fees are usually English speaking, or able to speak English, and quite generally of a different race from those who are exploited.

The charges range from a box of cigars or a bottle of whiskey to $25 for a job paying approximately 25 cents an hour. The shrewder foremen seldom receive the "present" direct, but have a number of men who act as go-betweens, who are either "straw bosses" or workmen. These latter receive their reward by "standing in" with the foreman and secure more desirable work. At the most, their direct share of the "present" is the price of a few drinks.

"The custom," continues the commission, "appears to have become so well established in some cases that no demand for payment needs to be made, as the non-English speaking applicant understands that he must make a payment of money before he can work.

"Such a custom produces the worst possible type of industrial slavery and it is small wonder that the much exploited immigrant often feels bitter and that sometimes this bitterness manifests itself in acts of violence during the excitement incident to a strike. What respect can the immigrant be expected to have for organized society which permits such conditions to exist?"

OPPOSE CONSCRIPTION.

Melbourne, Victoria, Australia, Sept. 9.—A manifesto of the national executive of the Trades Union Congress, which met in this city recently to discuss conscription, states that "we gather no feeling of security from men who today are mouthing the platitudes of the traditional foes of labor and who sing harmoniously the praises of institutions they previously assailed.

"The principle of conscription is one thing—its practice is quite another. In principle it is an instrument of national defence; in practice it is made an instrument of working class subjugation. It is so under the kaiser and the czar. It is so under the Union Jack and the Tricolor of France, and since in Australia we have seen a slavish imitation of the laws, regulations, verbiage, and practices of the imperial government, it behooves the organized toilers of Australia to speak and act before the clock of trickery is permitted to strike the hour of doom.

"Because, when the proclamation of conscription is made, the hour is past, the democracy is too late, its lips are sealed, it can speak no more; every man is a soldier, subject to the laws, the decisions, and the abrupt penalties of the drumhead.

"We place no value on the promises that conscription will not mean for the workers of Australia what it has meant for the organized working classes of other lands."

ROADS WANT TO UNLOAD.

Topeka, Kan., Sept. 9.—Louis F. Post, assistant secretary of labor, spoke at the Labor day celebration in this city. In a local paper he is quoted as saying that the railroads would like to unload on the government right now.

"If, after looting the companies, as was done in the Rock Island, the 'Frisco and the New York, New Haven & Hartford, the financial interests can make a final turn and unload their properties upon the government before this valuation is made, it will be the finest instance of turning a jack from the bottom that has ever been done," he said.

"The railroads have persistently given a false impression of the demands of the trainmen. It is simply a matter of making faster time, so that trains may go 100 miles in eight hours instead of 10 hours. The railroad men do not want the extra money, it's eight hours they want."

UNIONISTS NOT LAW BREAKERS.

San Francisco, Sept. 9.—The chamber of commerce is conducting a non-union shop campaign, which it has labeled "law and order and the open shop." At a banquet given by this organization Vice President Lynch of the University of California was one of the speakers and said he was asked to debate the present stand of the chamber with a trade unionist.

"I refused," said Vice President Lynch. "I said we stood for nothing but the enforcement of law and I would not insult this labor leader by assuming that he was against law and order."

BOYCOTT NOT SO FUNNY.

Minneapolis, Sept. 9.—The manager of the Northern theater has sued the Moving Picture Operators' union for $1,200 damages and asks for an injunction restraining these unionists from advertising his place as hostile to organized labor.

Low-wage employers are organized into a Citizens' Alliance and when the theatrical manager began operating his house on the non-union plan he was highly praised for his "independence." But patronage fell off and now he tells the court it is not the kind of advertising he expected.

RESIST WAGE REDUCTION.

Birmingham, Ala., Sept. 9.—Girls employed by the American Bakeries-Candy company suspended work when their wages were reduced 25 per cent. Former rates were 4 cents for wrapping 48 loaves of bread. This was cut to 3 cents. The girls were unorganized when they struck, but have since formed a union.

CAN'T-STRIKE LAW OPPOSED.

Denver, Sept. 9.—The Trades and Labor Assembly has unanimously sustained the state federation of labor in its condemnation of the state law which makes it illegal for workers to strike before they have given 30 days' notice to the industrial commission. Local unionists will ask legislative candidates for their views on this question.

STATE UNIONISTS TO MEET.

Joplin, Mo., Sept. 9.—The Missouri State Federation of Labor will hold its twenty-fifth annual convention in this city, beginning Sept. 18. Workmen's compensation will be one of the leading questions to be discussed by the delegates.

Congress Indorses Public's View of Eight Hour Day; Law Permits Masterly Retreat by Railroad Managers

Washington, Sept. 9.—By a vote of 43 to 28 the United States senate, Saturday, September 2, passed the house eight-hour bill for railroad employes engaged in interstate commerce. The day before the house passed the same bill—introduced by Congressman Adamson, chairman of the interstate and foreign commerce committee—by a vote of 239 to 56.

The senate rejected every amendment to the house bill, as any change would necessitate a conference between the two branches of congress. This delay would result in a nation-wide strike, as the brotherhood executives were unyielding in their refusal to disobey the order of their fellows that a strike should be called Monday, Sept. 4, if a settlement was not reached.

Immediately after the senate's action the four brotherhood executives telegraphed 600 code messages to general chairmen located all over the country, calling off the strike.

President Wilson signed the bill Sunday morning. Monday, he signed the bill again, as the point was raised that his Sunday signature might not be legal.

The law provides that after January 1 next eight hours shall constitute a day's work for men engaged in the operation of trains in interstate commerce (excepting roads less than 100 miles long and electric lines), that they shall receive pro rata pay for work in excess of eight hours, and that wage rates shall remain unchanged pending an investigation of the effect of the law upon the railroads by a commission to be appointed by the president.

President Wilson suggested the same solution several days ago. It was accepted by the workers but rejected by the managers. As the brotherhood executives stood like a concrete wall, determined to carry out the orders given them by 400,000 organized employes, the question simmered down to two plans of action—permit the transportation systems of this country being tied up or congress suspend all rules and hastily write into the statutes President Wilson's suggestions. The latter plan was accepted, though over three score lawmakers and a large section of the daily press, blind to changing orders, were aghast at the "insolence," the "arrogance," the "coercion" and the "intimidation" of these workers, who stood united for the first time, and who were conscious of their invincible economic power to secure a shorter workday.

On the previous Thursday the senate committee on interstate commerce held an all day hearing on the proposed law. At one end of the committee room were ranged a score of the most powerful railroad managers, who also had the power of attorney for the other railroad systems of this country. At the other end of the room were the four brotherhood executives and President Gompers, flanked by other A. F. of L. and brotherhood officials, the group forming an inspiring picture of labor's solidarity and singleness of purpose.

As spokesman for the brotherhoods, President Garretson of the conductors first presented the employes' side. He said that the managers have not made one definite offer, and the only suggestion of a settlement by the managers, known as the "yard stick," was so indefinite that the managers themselves acknowledged they did not thoroughly understand it.

The speaker objected to any law that savored of compulsory arbitration or compulsory wage setting, or a denial of workers to quit their employment. He said an eight hour law would be acceptable if a strike could be avoided, although he made it clear that "it is a principle of union labor that many questions should not be settled by legislative action," and that these include hours and wages. Regarding compulsory arbitration, he said:

"No influence that can ever be brought to bear can induce our organization to accept it." He said the Canadian industrial disputes act has always resulted in disadvantage to the Order of Railway Conductors.

President Gompers confined his efforts, in the main, to labor's opposition to compulsory features in the proposed law, which was hinted by Senator Newlands, chairman of the committee, who distinguished between an individual quitting his employment and the same concerted action by a number of individuals.

"How can an individual workman resent a wrong?" asked President Gompers. "The individual has lost his individuality, he is a cog, and if you deny him the right to associate with other workmen to quit their employment, even for an instant, you legalize involuntary servitude.

"It may be a fond wish to tie men to their work. You may make strikes illegal and strikers criminal, but you can not avoid strikes when necessary."

Senator Newlands insisted that the proposal did not deny a man the right to quit his work, but that it would only affect their right to quit in concert.

"Would you deny the right of several officials of a railroad to resign—to quit their employment?" asked the unionist.

"Then why deny workers the same right? There are worse things than a strike. We have got to live when this strike is over, and then, I ask you, will we find upon the statute books a law that says that men are criminals if they strike in concert? Such a condition is intolerable."

Since the law's passage railroad managers are being quoted in the public press as declaring the statute is of no value and that it will be contested in the courts on constitutional grounds. Employes express no alarm at these threats, as they realize that they must depend upon the same power to enforce the law that placed the law upon the statute books.

DECORATE A. F. OF L. HOME.

Washington, Sept. 9.—C. W. Bowerman, secretary parliamentary committee British Trades Union Congress, has forwarded President Gompers a photograph of the piece of marble sculpture, entitled "The Triumph of Labor," which will be installed in the new American Federation of Labor building as a fraternal expression by English trade unionists. The work will be enclosed in a frame of English oak, with a gilt bronze band of laurel surrounding. The size of the marble will be 6x3 feet.

Secretary Bowerman writes:

"The central figure is symbolic of the triumph and is standing upon an octopus with tentacles lopped and dying, slain by the noble aims and objects achieved by labor. Behind this figure is a great procession without beginning or end. On one side are the earliest types of workers—husbandmen and tillers of the earth—and on the other the modern workers. Laborers, agriculture, miners and various other trades are represented. In the background, ships, cranes, etc."

ALIENS TO LEARN ENGLISH.

Washington, Sept. 9.—The federal bureau of education has launched its nation-wide campaign to induce the 3,000,000 non-English speaking immigrants in this country to attend night school and learn the language of their new land. Letters explaining this work have been forwarded representative men and women in every activity and an effort will be made to enlist trade union, educational and business organizations and private associations. It is intended to appoint co-operating subcommittees in the principal immigrant communities.

In a recent speech in the United States senate, Senator Dillingham stated that the number of non-English speaking immigrants has increased from 900,000 in 1900 to 2,800,000 in 1910, and that this condition constitutes a menace to American institutions.

GAINS FOR RAINCOAT MAKERS.

New York, Sept. 9.—Waterproof Garment Workers' union has signed a union shop agreement with the Waterproof Garment Manufacturers' association. A 48-hour week and the following wage rates are secured: 75 cents an hour minimum for operators and cementers; $18 a week for button sewers and $29 a week for cutters. About 1,000 workers are benefitted.

This victory was followed by the independent manufacturers, employing about 3,000 workers, agreeing to the same conditions. The raincoat workers are affiliated to the International Ladies' Garment Workers' union.

U. S. EMPLOYES UNDERPAID.

Boston, Sept. 9.—To support wage demands at the Boston navy yard and Watertown arsenal, data on wages paid for similar work in outside shops is being gathered by Blacksmiths' union, No. 103. The unionists state that comparisons made on figures obtained thus far show that the men employed at the local yards of the government are underpaid.

MANY INCOMPETENT LAWYERS.

Chicago, Sept. 9.—While the public has often been told of the incompetency of workers—not the "salaried" kind—Elihu Root, president of the American Bar association, in addressing the annual conference, acknowledged that this union, too, had incompetents. He said that in many jurisdictions the lawyer's ignorance caused courts double time and labor.

WANT NON-UNION SHOP.

San Francisco, Sept. 9.—The Retail Lumber Dealers' association has declared for the non-union shop, which Pacific coast employers persist in calling the "open shop." Every low-wage employer, awake to the power of unionism, uses this latter term to conceal his real purpose in the hope that organized workers will eventually accept the term and assist in bringing the union shop term into disrepute by always referring to it as "closed shop."

"There is no such thing as an open or closed shop," said Paul Scharrenberg, secretary of the California State Federation of Labor. "A shop is either union or non-union. The chamber of commerce is trying to establish the non-union shop in San Francisco. The so-called open shop is open only to those who are willing to work long hours for low wages. The so-called closed shop is closed to union men, like the United Railroads company. In the union shop there is collective bargaining between employer and employe. In the non-union shop there is no such thing as collective bargaining. The employer dictates wages and hours and the employes can accept them or quit."

WAGE INCREASE ORDERED.

Brockton, Mass., Sept. 9.—The state board of conciliation and arbitration has ordered wages of employes of the Brockton Gas company increased. Most of these workers are members of the Stationary Firemen's union and they threatened to strike unless wage increases were granted. A conference resulted in some of the men being given increases, but the company refused to advance the wages of all.

Under the decision, increases are ordered in every case, including those whose wages were raised a few months ago. Gas makers are increased from $2.75 a day, the conference price, to $3 a day; fire cleaners, from $2.50 to $2.75; coal passers, from $2.25 to $2.50, and various other minor operatives from $2.25 to $2.40 per day.

HOW SEAMEN'S LAW BENEFITS.

Duluth, Minn., Sept. 9.—This is how the new seamen's law works at the head of the Great Lakes, according to the Labor World of this city:

"If it were not for the seamen's act it is hard to say just how far lake steamship men would go in making trips with short crews and forcing men to work overtime. With a heavy fine attached to such offenses, there is a beneficial effect, in that masters will attempt to keep their crews up to the required standard."

SUPPORTS EIGHT-HOUR DAY.

San Francisco, Sept. 9.—"Any thinking man who says that an eight-hour day is an unjust request is a fool, an idiot or don't know the social consciousness of America, or is unacquainted with conditions under which men are working," was the emphatic declaration of Rev. Stidger, in an address to the Labor Council on the eight-hour strike of culinary workers in this city.

PAPERHANGERS RAISE WAGES.

Washington, Sept. 9.—Paperhangers' union No. 420 has increased wages 50 cents a day, making the new rate $4.50. It is the first increase in nine years and was secured without difficulty from every employer of organized paperhangers in this city.

DANGER IN COMPULSION.

Lewiston, Me., Sept. 9.—"The railroad managers are trying to divert attention from the real issue and are seeking to gain favor for legislation for compulsory arbitration, or compulsory investigation of industrial disputes, and to establish some governmental agency by which industrial relations can be regulated and manipulated," said President Gompers in a speech delivered in this city Labor day.

"The railroad men have presented their demands and made their fight in a simple, direct manner. They have relied entirely upon their economic organization. They have not sought any special privilege, and legal protection, or endeavored to utilize any governmental agency to establish their just demands.

"Compulsory arbitration or so-called investigation is simply a way to restrain free necessary action on the part of wage earners and to make them more easily dominated by employers."

President Gompers spoke at length on the question of labor injunctions, which, together with compulsory arbitration, is a denial of the workers' liberty. He traced the history of the agitation that culminated in the Clayton law because of the confiscation of the homes of Danbury hatters. In this connection President Gompers called atttention to the fact that Charles E. Hughes, candidate for president, was a member of the United States supreme court at the time and indorsed this decision.

MORRISON IN KENTUCKY.

Covington, Ky., Sept. 9.—In a Labor day address in this city, A. F. of L. Secretary Frank Morrison said it was impossible to conceive that the social conscience of the millions of men in the armies of the 14 nations now at war would not be quickened and that on the return of peace they will accept the debasing conditions of former years.

Labor day in this city broke all records for numbers and enthusiasm, and a daily newspaper, in which the workers are interested, printed its first issue. The press was started by Governor Stanley. Secretary Morrison came here from Erie, Pa., where he delivered a trade union address the night before under the auspices of the Central Labor Union.

NON-UNIONISTS REWARDED.

New York, Sept. 9.—President Williams, of the Brooklyn Rapid Transit company, announces that the board of directors has authorized a wage advance for nearly 10,000 employes as a reward for not joining the Street Car Men's union, which recently won a strike in this city. The increases range from 2 to 3 cents an hour and will total $650,000 a year.

Because the Brooklyn men took no part in the movement to better conditions, and made no sacrifice, they are now rewarded for their "loyalty."

FORD PLANTS PROFITABLE.

Detroit, Sept. 9.—A profit of more than $1,000,000 a week was made by the Ford Motor company during the year ending July 31, according to a statement made public last week. The year's business totaled $206,867,347, and profits during the same period were $59,994,118. The total number of men employed in all plants is 49,870. Of these 36,626 receive $5 or more a day, the statement says.

WEB PRESSMEN ADVANCE.

Winnipeg, Manitoba, Sept. 9.—The Web Pressmen's union, whose members are employed on newspapers, have secured a contract that calls for increased wages and improved working conditions.

PRESIDENT GOMPERS ANSWERS SENATOR SHERMAN

Washington, Sept. 9.—At a mass meeting called by the Central Labor Union at which President Gompers was asked to answer the attack of Senator Sherman, the unionist said:

"I would rather, tonight, or at any other time, address myself to the fundamental principles underlying this labor movement of ours. I would rather urge the unorganized men and women of toil to give some of their understanding and their activities to this great cause of human uplift which the organized labor movement represents. I would rather give expression, as well as to call forth, if I can, the united spirit and intelligence of this audience, of this district, in shouting in one accord our sympathy and our co-operation with the railroad men in their fight."

The large hall was packed with unionists and sympathizers who gathered on short notice to indicate their disapproval of Senator Sherman's statements.

"Had Senator Sherman been a fair man, on the level," said President Gompers, "a man having some consideration for the rights of a fellow-citizen, this meeting might never have been called. I really regret that there has been felt the necessity for calling a meeting of this character, because, as a matter of fact, I have no defense to make. I have no explanations to make. Senator Sherman did not say much. He simply talked. It was not the language of a senator—it was not the language of a statesman. It was not the language of a gentleman. It was the language of a fishwife.

"He said that I undertake to deliver the vote of the working people of the United States.

"I have said to my fellows generally and specifically what the records of men have been in public life, whether they have served the cause of the people, whether they have served the cause of labor, or whether their action and their mental attitude was antagonistic, and to leave to every man freedom to cast his vote as his judgment and his patriotism directs. There is only one vote that I can deliver, and that is my own, and I have not undertaken ever to contract or agree with anyone how that vote shall be cast. But I have a fairly clear conscience and judgment as to how that vote ought to be cast, and I am going to cast it as my belief for those men and for that party that stands nearest to the heart and the conscience and the aspirations of the toiling masses of America."

The attitude of the public press on the question of eight hours for railroad employes was referred to by the speaker.

"I have no desire to make an attack upon the press of our country. I merely want you to have the situation as it is, and you will know it exactly as well as I do. The fact of the matter is that either the press is owned or controlled by the great sources of wealth of America, and further, that they are employers of labor, and as employers of labor they are not going to, and do not, present the laborers' side of a labor question.

"I am merely placing the matter before you so that you will understand it. Perhaps if either of you were newspaper proprietors you might be influenced by the same causes. The fact is, whether you like it or not, you belong to the great mass of the toilers of America, and whether you like it or not, your interests are bound up with the great cause of human advancement as it is espoused by the much abused and misrepresented labor movement of America.

"You may have a fair presentation, sometimes, of some questions in the news columns, but in the editorial column, save the name of fairness from such an interpretation."

CHILD LABOR BILL IS SIGNED

Washington, Sept. 9.—President Wilson has signed the federal child labor bill and organized labor records another advance in its fight against this evil. Under the new law it will be illegal to ship out of a state any product made in whole or in part by a factory employing children under 14 years of age, or the product of any mine or quarry which employs children under 16 years of age.

In signing the bill the president said: "I want to say with what real emotion I sign this bill, because I know how long the struggle has been to secure legislation of this sort and what it is going to mean to the health and to the vigor of the country, and to the happiness of those whom it affects. It is with genuine pride that I play my part in completing this legislation. I congratulate the country and felicitate myself."

The law will release from southern mills children who must now be provided with school facilities and whose parents must be paid a sufficient wage to keep them in comfort. Agitation for these conditions devolves upon the organized workers, as does the demand that 14-year-old children in any state are not equipped, either mentally or physically, for a factory life which weakens future generations.

HUGE PROFITS IN SHIPS.

Washington, Sept. 9.—The market pages of metropolitan newspapers tell a different story from that sung by ship owners, who assure the public that the seamen's law has wrecked the shipping industry.

In local papers the International Steel and Ship Building company, a new organization, in placing its stock on the market, says:

"Large ship building orders at enormous profits are going begging, and the demand for ships is getting greater every day. Experts who have studied the situation agree that the ship building business will be extremely profitable for at least 15 years or longer.

"The general condition of the present ship building industry is aptly illustrated by a recent American deal in which a ship under construction contract for $700,000 was sold at $1,800,000 above the construction cost before it was launched.

"In other words, a ship costing $700,000 was sold for $2,500,000."

New York, Sept. 9.—The annual statement of the Pacific Mail Steamship company shows that the year's profits amount to more than 21 per cent on both preferred and common stock. Recently the company sold several ships and said the seamen's law had driven the American flag off the Pacific ocean. Later it was discovered that high prices were responsible for the sale and since then the company has secured other vessels and re-entered the Pacific service.

HEALTH COMES FIRST.

Washington, Sept. 9.—The United States Public Health Service, in a bulletin just issued, asks:

"What profiteth a man that he gain the whole world yet lose his health?"

Attention is called to the increasing death rate of persons over 45 years of age because of the lack of health-giving exercise, superfluity of diet, lack of restoring sleep, over-stimulation, the high pressure of the race for power, wealth and position, plus physical neglect, all of which bring early decay. It is stated that the man who leads the well-balanced life lasts the longest—he who neither overworks nor over-plays. The regulations of the public health service state:

"It is the duty of officers to maintain their physical as well as their professional fitness. To this end they shall be allowed time for recreation and study whenever their official duties will permit."

"If the government regards it as essential that its sanitary experts shall be safeguarded in this way, is it not equally important to every citizen that he similarly maintain a high standard of physical integrity?" inquires the bulletin.

SAME OLD "BILL" WILSON.

Washington, Sept. 9.—Hon. W. B. Wilson, secretary of labor, was a speaker at the mass meeting called by the local Central Labor Union and at which President Gompers was invited to reply to Senator Sherman.

The cabinet official again proved he is still "Bill" Wilson, and the same trade unionist of old. He recounted his 30 years' acquaintance with President Gompers, and said his position in the present circumstances was like the old lady who heard her boy was engaged in a fight. She grabbed a broom, saying: "I can't do much, but I can at least show which side I'm on."

HIGH INTEREST FOR FARMERS.

Lansing, Mich., Sept. 9.—At a public hearing held by the federal farm board, the claim was made that in a large section of this state a farm loan is almost an impossibility unless a great bonus is paid. Counting these bonuses, some of the witnesses said, the average interest is 15 per cent, and payments exceeding 20 per cent are common.

The federal farm board, which was created by the recently enacted farm credits bill, intends to reduce these interest charges and permit farmers to secure money at rates no higher than 6 per cent. It is believed this figure will be greatly reduced.

STRIKE THUG RUNS AMUCK.

Oglesby, Ill., Sept. 9.—George McKenny, a Chicago thug and strikebreaker, employed by cement companies, was instantly killed by a police officer last week. McKenny was evidently carrying out the policy of employers to make all the trouble possible and left the mill and came upon the streets with drawn revolver. A police official attempted to arrest him. The thug fired once, the bullet grazing the policeman. The latter then opened fire and instantly killed the desperado.

TO PROBE SHINGLE INDUSTRY.

Olympia, Wash., Sept. 9.—The shingle industry of this state will be probed as the result of statements made by President Marsh of the state federation of labor at the annual convention in Everett. The movement will be aided by the Shingle Weavers' union, whose officers say that these workers, as a class, are afflicted with throat and lung troubles, because of poisonous dust.

MACHINISTS WIN STRIKE.

Birmingham, Ala., Sept. 9.—Machinists employed by the Anniston Ordnance company have won their strike, the company agreeing to practically every demand for better working conditions.

DRUG STORE EMPLOYES UNITE.

Duluth, Minn., Sept. 9.—Drug store employes in this city and Superior have concluded that the only way to end a 12-hour day, seven days in the week, is to form a union, and they have acted accordingly.

OMAHA CONDUCTOR MAKES WILD CLAIM; DENIED INJUNCTION

Omaha, Neb., Sept. 9.—On appeal of Edwin A. Hamilton, a Union Pacific railroad conductor, running between this city and North Platte, Neb., Judge Sears of the district court issued a restraining order against officers of the Order of Railway Conductors calling a strike September 4.

On Sept. 2 Hamilton's claim that the strike vote was illegal was disproved and the proceedings came to an abrupt end before Judge Day of the same court.

This district court is a state court and includes Douglas county, in which Omaha is located, and three other counties.

Hamilton's plea was on new lines, and contained no reference to "conspiracy," "destruction of property," and other terms so common in labor injunctions.

The question before the court was the charge of a strike called in violation of the constitution of the Order of Railway Conductors and which violated the rights of the minority. In his petition Hamilton claimed that the brotherhood constitution provides for a two-thirds vote on any road where a strike is to be called, and that this law was changed last May so that a two-thirds vote of all concerned in a general wage movement governs the employes of all railroads involved, whether the employes of an additional road vote to strike or not.

Evidently Hamilton was positive two-thirds of the Union Pacific conductors did not favor a strike, as his attorney stated that if it was proven two-thirds did vote to strike the action would be dropped.

Brotherhood officials presented the tally sheet, but this was objected to and it was finally agreed that Judge Day should count the ballots, as the brotherhood officials protested that the ballots were secret and that if the standing of the voters became known to the railroad some men might lose their positions.

The court announced that 362 favored a strike, or 46 more than the constitution required, and 112 voted against a strike.

Judge Sears' temporary order was given wide publicity by the public press, but the collapse of Hamilton's plea was not noticed by these recorders of current events.

Cheyenne, Wyo., Sept. 9.—Judge John A. Riner, United States district court of Wyoming, denied a petition of George A. Wargue, Union Pacific railroad conductor, for an order restraining the officers of the Order of Railway Conductors from enforcing a strike order.

GAINS IN COLORADO.

Washington, Sept. 9.—Writing in the American Federationist, current issue, Secretary-Treasurer Anderson, of the Colorado State Federation of Labor, says:

"Colorado, the home of Rockefeller's benevolent paternalism and trying-out place of other fads and experiments that affect the welfare of the working people (among which might be mentioned the industrial commission law, inflicted on us by the last legislature), can, in spite of all these afflictions, report a year of industrial activity and growth for the family of labor organizations, not dreamed of by the most optimistic of our membership."

Secretary-Treasurer Anderson says several large anti-union corporations have increased wages of employes, "not out of their love for them, but because of expediency.

"In connection with this voluntary increase," continues the unionist, "it might be well to mention that it is easy to give, and just as easy to take away, and without an organization to protect their rights they have no assurance how long they will be the recipients of their masters' generosity. In the plan of the Rockefeller 'union' any method to make or enforce a demand for an increase of wages, or better working conditions, is very conspicuous by its absence."

TEACHERS LOSE FIGHT.

Chicago, Sept. 9.—The board of education has refused to reinstate the 67 teachers who were dismissed last June. Included in the list are officers of the teachers' federation and other teachers, whose rating is high and who were ousted without being permitted to reply to charges or defend themselves in any way. These dismissals are a part of the board's anti-union campaign.

The teachers will continue the fight in the courts. The board's action is referred to by organized labor as a lockout. Miss Margaret Haley, business agent of the teachers' federation, said:

"We will pay lockout benefits indefinitely. We have $9,000 as a starter and we can raise $150,000 in the next fortnight."

The Chicago Tribune makes this comment on the board's action:

"Whatever the views any one may entertain as to the teachers' federation itself, there can be little question that the method employed by the board in this affair was shocking to fundamental instincts of fair play as well as contrary to the merit principle in public service."

RAILROADS STILL CRY "WOLF."

Washington, Sept. 9.—"Wolf, wolf," is the cry of railroads because congress has passed the eight-hour law for railroad employes engaged in interstate commerce.

"The railroads have cried 'wolf' for so long when anybody has tried to regulate them that they don't get much of a rise any more," said Congressman Adamson, author of the new law, and chairman of the house interstate and foreign commerce committee.

No law, intended to protect life and limb, was ever passed by congress, but the railroads cried "wolf." The same cry was heard when congress created the present interstate commerce commission.

A "FRIEND" OF CHILDREN.

Kansas City, Mo., Sept. 9.—Trade unionists in this city have raised a warning cry against Judge Porterfield of the Jackson county juvenile court who favors an amendment in the state labor law permitting children of 12 years of age or over to work during the school vacation, his reason being that if these children were at work they would be out of mischief and less frequent visitors before him.

GAS WORKERS MAKE GAINS.

Salt Lake City, Utah, Sept. 9.—The recently-organized Gas Workers' union, affiliated to the A. F. of L., has forced an abandonment of the 12-hour day and its members are now working nine hours for [illegible] cents an hour. Former rates were 25 cents. Yard laborers have raised wages 25 cents for a nine-hour day.

CARPENTERS TO ASK MORE.

Trenton, N. J., Sept. 9.—Carpenters' union has notified contractors that it will [illegible] in the near future, a demand for a [illegible] a day wage increase.